

Braniff International Airways 1930-1982, Part 2 - Jet Aircraft



By Hayden Hamilton

This Boeing 707-227, N7072, delivered December 3, 1959, was the first jet aircraft acquired by Braniff. It is seen here at Dallas Love Field on June 30, 1962. (All photos are from the Hufford Collection of the AAHS photo archives, AAHS-32780)

While Braniff International Airways may be faulted for a number of things, including those that eventually led to its demise, the airline was a noted innovator during the 1960s and 1970s. It was one of the first airlines to standardize its fleet in order to reduce maintenance and operating costs. It was one of the first to hire professional designers to create wardrobes for its cabin crews. It was one of the first to engage Wall Street advertising agencies to help shape its public image. It was the first to hire well known professional artists to create a unique paint scheme for several of its jets – this influence is echoed today in the variety and sometimes wildly outlandish paint schemes that can be found on commercial aircraft today.

Flying the Colors

With the appointment of Harding L. Lawrence to the presidency of Braniff in 1965 there was a new direction on image building of the airline. New Mexico architect Alexander Girard and fashion designer Emilio Pucci were brought in as consultants to launch the “End of the Plain Plane” marketing campaign. Girard recommended painting the planes in a single color selected from a palette of bright hues, which were eventually selected as beige, ochre, orange, turquoise, baby blue, medium blue, lemon yellow and lavender (the latter of which was shortly dropped because lavender and black are considered

bad luck in Mexico). These seven basic colors were modified in the late 1960s to include two-tone schemes of red over Aztec gold, orange over ochre, dark green over light green and dark blue over light blue. The mid-1970s saw the introduction of the “New Ultra Look” paint schemes of sparkling burgundy, terra cotta, mercury blue, metallic blue, chocolate brown, Peresus green and light blue.

Braniff engaged well known artist Alexander Calder in 1973 to paint an aircraft. The result was a DC-8-62, N1805, which became known as “Flying the Colors” and was showcased at the 1975 Paris Air Show. Calder was subsequently commissioned in 1975 to design a paint scheme for one of their 727-200s, N408BN, based on a U.S. bi-centennial theme, another paint scheme with a Latin American (contract called for Mexican theme and 50 original gouaches to be adapted for painting tail assemblies (a la the new Frontier Airlines and British Airways). Calder passed away before the Mexican theme was completed and Braniff never implemented the tail art.

Braniff International Airways, as seen in Part I, could trace its roots back to the 1920s. One criticism of the airline was that during the 1950s and 1960s it was slow to evolve with changing technology. Braniff didn’t begin to add jets to this fleet until the late 1950s and really didn’t embrace jet aircraft on its routes until the mid-1960s. The slow up-take of jet aircraft, coupled with frequent flight delays resulting on poor on-time arrival, left a negative impression with many in the flying public.

In fact, Braniff would never even take delivery of the first jet it ordered. The Boeing 707-227, N7071, s/n 17691, first flew on June 11, 1959, but was lost on an acceptance flight

Editor’s Note: Braniff International Airways, 1930-1982, Part I - Propeller Aircraft by Walt Bohl appeared in Vol. 46, No. 3, Fall 2001 issue of the Journal.



Boeing 720-027, N7078, s/n 18154, at Dallas Love Field on June 30, 1962. (AAHS-32802)

October 19, 1959. This aircraft was the first of five 707-227s ordered. The first aircraft to be delivered to Braniff, N7072, was accepted on December 3, 1959, and was used to inaugurate non-stop service between Dallas Love Field and New York's Idlewild Airport on December 19. The -227 was a special version of the 707 operated only by Braniff. It was powered

by Pratt & Whitney JT4A-9 turbojet engines, attached to the smaller 707-120 airframe making it one of the fastest jetliners of its time with a cruise speed of 636 mph. The delivery of the remaining 707-227s would occur in the first two months of 1960. All four of these aircraft remained in Braniff service until the first half of 1971.



Boeing 720-027, N7079, s/n 18423, at Seattle-Tacoma airport, Wash., on March 11, 1967. (AAHS-32805)

Boeing 707-227

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint
N7071	17691			First flown June 11, 1959; WO October 19, 1959, on acceptance flight before delivery.		
N7072	17692	3-Dec-59	1-Feb-71	First flown November 13, 1959. Sold to BWIA as 9Y-TDO.	Sky blue,	-
N7073	17693	15-Jan-60	11-May-71	First flown January 8, 1960. Sold to BWIA as 9Y-TDR.	Panagra green Lemon yellow,	-
N7074	17694	21-Jan-60	27-Mar-71	First flown January 15, 1960. Sold to BWIA as 9Y-TDP.	Panagra yellow Turquoise, Light	-
N7075	17695	10-Feb-60	10-Apr-71	First flown February 1, 1960. Sold to BWIA as 9Y-TDQ.	green, Dark blue Sky blue, Medium (new) blue	-

Boeing 720-027

N7076	18064	11-Feb-61	25-Sep-73	First flown January 27, 1961. To American Aviation Services as N736T.	Periwinkle blue, dark blue, medium blue	Blue
N7077	18065	22-Mar-61	21-Aug-73	First flown March 16, 1961. To American Aviation Services as N734T.	Ochre	Red
N7078	18154	9-Aug-61	15-Oct-73	First flown July 28, 1961. To American Aviation Services as N730T.	Dark blue	Green
N7079	18423	10-May-62	8-Oct-73	First flown April 27, 1962. To American Aviation Services as N731T.	Beige, Orange	Green
N7080	18581	22-Aug-63	9-Oct-73	First flown August 8, 1963. To American Aviation Services as N733T.	Beige, Orange, blue	Orange



Boeing 720-048, N7083, s/n 18041, at Dallas Love Field on February 11, 1966. (AAHS-32814)



Boeing 720-048, N7081, s/n 18042, at Dallas Love Field on May 2, 1965. (AAHS-32813)

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint
Boeing 720-048						
N7081	18042	24-Jan-61	20-Jun-66	First flown December 20, 1960; delivered to Aer Lingus as EI-ALB, "St. Bridget," January 24, 1961. To Pacific Northern; later to Western.	Ochre	
N7082	18043	1-Nov-65	Winter 1966	First flown March 22, 1961; delivered to Aer Lingus as EI-ALC, "St. Brendan," April 6, 1961; leased by Braniff.	Yellow (upper fuselage only)	
N7083	18041	15-Nov-65	Winter 1966	First flown October 14, 1960; delivered to Aer Lingus as EI-ALA, "St. Patrick," October 24, 1960; leased by Braniff.	Blue (upper fuselage only)	
Boeing 720-022						
N7224U	18077	6-Jun-72	31-Dec-72	First flown January 16, 1962; delivered to United Air Lines April 10, 1962; leased by Braniff.		Blue
Boeing 707-327C						
N7095	19104	26-May-66	14-Apr-71	First flown May 14, 1966. To TMA of Lebanon.	Ochre	-
N7096	19105	28-May-66	4-Mar-71	First flown May 20, 1966. To TMA of Lebanon.	Panagra yellow	-
N7097	19106	18-Jun-66	24-Nov-71	First flown June 14, 1966. To Varig.	Turquoise, Light green	-
N7098	19107	29-Jun-66	1-Jul-72	First flown June 25, 1966. Leased by Transavia Holland June 18, 1970, to September 26, 1971. To TMA of Lebanon.	Yellow, orange.	Orange
N7099	19108	27-Jul-66	Oct-72	First flown July 16, 1966. Leased by Qantas January 1, 1971, to October 16, 1971. To TMA of Lebanon.	Dark blue	Blue
N7100	19440	17-Feb-67	29-Apr-71	First flown February 4, 1967. To TMA of Lebanon.	Panagra green	-
N7102	19529	10-Oct-67	1-Mar-71	First flown October 2, 1967. To Malaysia-Singapore Airlines.	Orange	—
N7103	19530	18-Oct-67	23-Apr-71	First flown October 9, 1967. To Malaysia-Singapore Air Lines.	Dark blue, Medium blue	-
N7104	19531	12-Nov-67	1-Aug-73	First flown November 8, 1967. To TMA of Lebanon.	Beige, Panagra green	Green
Boeing 707-138B						
N105BN	18068	28-Jun-69		First flown August 7, 1961. Delivered to Qantas August 16, 1961, as VH-EBI, "Winton." To Braniff June 28, 1969. To Boeing 1975. then Austrian as OE-IRA.	Red, Panagra green	Green



Boeing 707-327C, N7097, s/n 19106, at Los Angeles International on January 1, 1969. (AAHS-32791)



Boeing 707-227, N7073, s/n 17693, at John F. Kennedy International airport on June 12, 1967. (AAHS-32783)



Boeing 707-327C, N7096, s/n 19105, at Oakland International airport, Calif., on April 8, 1968. (AAHS-32788)

N106BN	18069	5-Jul-69	1975	First flown August 9, 1961. Delivered to Qantas August 24, 1961, as VH-EBJ, "Longreach." To Braniff. To Boeing. then Austrian as OE-INA.	Orange	Orange
N107BN	18739	19-Jun-69	1975	First flown August 6, 1964. Delivered to Qantas August 19, 1964, as VH-EBL, "Geelong." To Braniff. To Boeing. then Offset, Inc.	Light green	Red
N108BN	18740	24-Jun-69	1975	First flown September 1, 1964. Delivered to Qantas September 10, 1964, as VH-EBM, "Launceston." To Braniff. To Boeing 1975, then to Kirk Kerkorian.	Dark blue	Blue

Boeing 727

With the arrival of Harding Lawrence as president of the airline in 1965, Braniff began to standardize on the Boeing 727 as its primary fleet aircraft. Lawrence cancelled the order for

12 BAC-111s soon after arriving and replaced them with Braniff's first 727-27Cs. Braniff would go on to operate more than 100 different 727s and had 16 on order at the time the company filed for bankruptcy on May 12, 1982.



Boeing 727-27C, N72770, s/n 19109, at Dallas Love Field, March 21, 1969. (AAHS-32816)

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint
Boeing 727-27C						
N7270	19109	27-May-66	28-Aug-75	First flown May 22, 1966. Leased by American Flyers Airline during 69-70. To Trans Brasil.	Turquoise,	Green
N7271	19110	24-Jun-66	25-Sep-76	First flown June 15, 1966. To Trans Brasil.	Light green	
N7272	19111	14-Aug-66	29-Nov-75	First flown July 21, 1966. To Trans Brasil.	Panagra	Red
N7273	19112	26-Aug-66	1-Oct-75	First flown July 29, 1966. To Trans Brasil.	yellow, red	
N7274	19113	14-Sep-66	22-Dec-76	First flown August 26, 1966. To Trans Brasil	Sky blue,	Blue
N7275	19114	21-Sep-66	11-Mar-82	First flown September 1, 1966. To UPS	medium blue	
N7276	19115	29-Oct-66	5-Oct-82	First flown October 16, 1966. To UPS	Orange	Orange
N7277	19116	4-Nov-66	26-Apr-77	First flown October 22, 1966. To Trans Brasil.	Ochre	Blue
N7278	19117	28-Feb-67	23-Oct-81	First flown February 16, 1967. To UPS	Dark Blue	Blue
N7279	19118	1-Mar-67	5-Oct-81	First flown February 21, 1969. To UPS	Light green	Green
N7280	19119	7-Apr-67	24-Oct-81	First flown March 29, 1967. To UPS	Lemon Yellow,	Green
N7281	19120	17-Apr-67	23-May-80	First flown April 6, 1967. To Air Guinea.	Panagra	
N7287	19246	8-Jun-67	28-Oct-81	Built for PNA as N4727P. First flown June 5, 1967.	yellow	
N7288	19497	30-Jun-67	6-Jun-80	First flown June 23, 1967. To Trans Brazil	Panagra green	Green
N7295	19532	5-Oct-67	29-Aug-78	First flown September 22, 1967. To LADECO.	Orange	Orange
N7296	19533	20-Oct-67	15-Jan-82	First flown October 6, 1967. To UPS	Medium Blue	Red
					Light green	Green
					Red	Orange
					Beige	Orange
					Beige	Orange
					Red	Green



Boeing 727-27C, N7272, s/n 19111, at Dallas Love Field on June 17, 1967. (AAHS-32820)

Boeing 727-27C, N7274, s/n 19113, at John F. Kennedy International on June 12, 1967. (AAHS-32823)

Boeing 727-027

N7289	19499	10-Aug-67	8-Feb-80	First flown July 29, 1967. To Trans Brasil.
N7290	19500	14-Aug-67	29-Aug-78	First flown August 4, 1967. To Trans Brasil.
N7292	19501	31-Aug-67	6-Dec-79	First flown August 19, 1967. To Trans Brasil.
N7293	19534	6-Sep-67	17-May-76	First flown August 29, 1967. To Alaska.
N7294	19535	31-Aug-67	PB	First flown August 25, 1967. To Forbes Magazine June 28, 1983

Boeing 727 -100 Series - Miscellaneous

N7282 (-162)	19243	24-May-66	22-Sep-77	Built for PNA as N7271P, but delivered to Braniff. To Trans Brasil.	Orange	Orange
N7284 (-62C)	19244	24-Nov-66	20-Oct-81	Built for PNA as N2727, but delivered to Braniff. To UPS	Dark Blue	Orange
N7286 (-62C)	19245	12-Dec-66	5-Oct-81	Built for PNA as N3721, but delivered to Braniff. To UPS	Medium Blue	Green
N297BN (-191)	19391	16-Dec-69		Delivered to Frontier Airlines as N7270F September 20, 1966. Leased to Braniff.	Orange	Red
N298BN (-191)	19392	3-Dec-69		Delivered to Frontier Airlines as N7271F October 4, 1966. Leased to Braniff	Red	Red
N299BN (-191)	19393	17-Apr-69	Feb-80	Delivered to Frontier Airlines as N7272F April 19, 1967.	Orange	Red
N300BN (-191)	19394	5-Nov-69		Delivered to Frontier Airlines as N7273F June 2, 1967. Leased to Braniff	Light green	Red
N301BN (-191)	19395	16-Nov-69		Delivered to Frontier Airlines as N7274F July 8, 1967. Leased to Braniff	Panagra green	red
N302BN (-11)	19242	15-Apr-69	27-Mar-70	Delivered to Wardair as CF-FUN April 25, 1966. Leased by National 1966-67. Leased by Braniff.	Dark Blue	
N303BN (51C)	18897	29-May-69	1970	First flown December 30, 1965, as the Boeing prototype "Quick Change," N29776. Leased by Piedmont April 1967 to September 1968 as N727QC. Leased by Braniff.	Ochre	
N304BN (-116)	20217	1969	7-Jun-70	First flown August 20, 1968, as Boeing's N1780B. Leased by Braniff from Boeing.		
N305BN (-78)	18794	8-Jun-71	7-Aug-76	First flown December 10, 1964. To BWIA December 22, 1964, as 9Y-TC0. To Braniff. To Trans Brasil.	Red	Red
N306BN (-78)	18795	10-Apr-71	28-Feb-75	First flown January 5, 1965. Delivered to BWIA January 13, 1965, as 9Y-TCP. To Braniff. To Lloyd Aereo Boliviano.	Orange	Red
N307BN (-78)	18796	28-Mar-71	30-Dec-75	First flown January 13, 1965. Delivered to BWIA January 28, 1965. To Braniff. To LADECO.	Panagra green	Red
N308BN (-185C)	19827	30-Jun-71	2-Dec-71	First flown January 26, 1968. To American Flyers Airline February 20, 1968. Leased by Braniff. To Faucett 6-12-75 (??). To Trans Br.	Red	Red
N309BN (-172C)	19808	21-Mar-72	Nov-81	First flown July 29, 1968. Delivered to Airlift September 8, 1968, as N732AL. Leased by Braniff.	Medium Blue	Blue
N310BN (-30C)	19008	May-79	8-Apr-82	Delivered to Lufthansa February 23, 1967. Leased by Braniff		
N3HBN (-30C)	19012	22-Jul-79	4-Feb-82	To Lufthansa April 8, 1967. Leased by Braniff		
N530SJ	19618	1971	4-Oct-72	First flown September 8, 1967. Delivered to Executive Jet Aviation September 19, 1967. Leased by United Air Lines, 1967; leased by Trans Caribbean 1968-69; leased by Braniff. To Executive Jet 4-1-72.	White	
N1727T (-171C)	19859	22-Oct-72	Jan-74	First flown April 3, 1968. Delivered to Trans International April 16, 1968. Leased by Braniff. To Pacific Western as C-FPXD, February 7, 1974.		Green
N1728T (-171C)	19860	22-Nov-72	7-May-74	First flown June 27, 1968. Delivered to Trans International July 5, 1968. Leased by Braniff. To Lloyd Aereo Boliviano May 7, 1974, as CP-1070.		Orange
N2969G (-193)	19304	15-Mar-69	27-Feb-70	First flown June 24, 1966. Delivered to Pacific Air Lines July 1, 1966. Leased by BWIA 1967-68. Back to Air west. Leased by Braniff. Leased by Alaska Airlines. WO September 4, 1971.	Panagra green	



Boeing 727-27C, N7287, s/n 19246, at Dallas Love Field June 17, 1967. (AAHS-32843)

Boeing 727-27C, N7289, s/n 19499, at Dallas Love Field March 21, 1969. (AAHS-32845)

N2979G (-193)	19305	1-Mar-69	6-Mar-70	First flown July 28, 1966. Delivered to Pacific August 4, 1968. Leased by BWIA 1967-68. Leased by Braniff. To Cruziero as PP-CJH, 1972.	Red
N898PC (-193)	19620	1-Feb-69	5-Feb-70	First flown February 17, 1968. Delivered to Pacific March 10, 1968. Became N898PC of Air West. Leased by Braniff.	Panagra green
N692WA (-173C)	19506	6-Apr-72	7-Jun-73	First flown August 4, 1967. Delivered to World Airways August 20, 1967. Leased by Japan Air Lines 1969-70. Leased by Braniff.	Blue

Boeing 727-227

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint	New Ultra Color
N401BN	20392	30-Jun-70	28-Oct-82	To Northwest Orient as N205US.	Red	Red	
N402BN	20393	30-Jun-70	28-Oct-82	To Northwest Orient as N206US.	red	Red	
N403BN	20394	30-Jun-70	20-Feb-81	To Avensa as YV-76C.	Dark Blue	Red	
N410BN	20608	3-Jul-72	9-Mar-81	First flown June 20, 1972. Sold to American as N716AA.		Blue	
N411BN	20609	11-Jul-72	15-Apr-80	First flown June 24, 1972. Sold March 1980 to EAS.		Blue	
N412BN	20610	19-Jul-72	24-Dec-80	First flown July 10, 1972. Sold to American as N717AA		Blue	Terra Cotta
N413BN	20611	1-Aug-72	9-Jan-81	First flown July 20, 1972. Sold to American as N718AA		Blue	
N414BN	20612	13-Mar-73	20-Feb-81	First flown March 5, 1973. Sold to American as N719AA.		Orange	
N415BN	20613	14-Mar-73	17-Mar-81	First flown March 7, 1973. Sold to American as N720AA.		Green	
N416BN	20729	10-Jul-73	11-Feb-80	First flown June 28, 1973. Sold to American as N721AA.		Orange	
N417BN	20730	12-Jul-73	25-Mar-81	First flown July 3, 1973. Sold to American as N722AA.		Green	
N418BN	20731	16-Jul-73	16-Jan-81	First flown July 9, 1973. Sold to American as N723AA.		Orange	
N419BN	20732	10-Aug-73	17-Nov-80	First flown August 2, 1973. Sold to American as N725AA.		Green	
N420BN	20733	16-Aug-73	26-Nov-80	First flown August 9, 1973. Sold to American as N726AA.		Orange	
N421BN	20734	21-Aug-73	22-Jan-81	First flown August 13, 1973. Sold to American as N727AA.		Green	Mercury Blue
N422BN	20735	18-Sep-73	2-Feb-81	First flown September 10, 1973. Sold to American as N728AA.		Orange	
N423BN	20736	24-Sep-73	11-Feb-81	First flown September 12, 1973. Sold to American as N729AA.		Green	
N424BN	20737	28-Sep-73	2-Mar-81	First flown September 20, 1973. Sold to American as N730AA.		Orange	
N425BN	20738	5-Oct-73	31-Mar-81	First flown September 21, 1973. Sold to American as N731AA.		Red	
N426BN	20772	25-Oct-73	Post Bankruptcy (PB)	First flown October 8, 1973. Acquired by People Express as 551PE.		Green	Metallic Blue
N427BN	20773	25-Oct-73	PB	First flown October 10, 1973. Acquired by People Express as N552PE.		Red	
N428BN	20774	14-Dec-73	PB	First flown November 30, 1973. Acquired by People Express as N553PE.		Orange	
N429BN	20775	4-Jan-74	PB	First flown December 11, 1973. Acquired by People Express as N554PE.		Green	
N430BN	20837	27-Feb-74	PB	First flown February 18, 1974. Acquired by People Express as N555PE.		Red	
N431BN	20838	6-Mar-74	PB	First flown February 20, 1974. Acquired by People Express as N556PE.		Orange	
N432BN	20839	19-Apr-74	PB	First flown April 9, 1974. Acquired by People Express as N557PE.		Green	
N433BN	20840	9-May-74	PB	First flown April 30, 1974. Acquired by People Express as N558PE.		Blue	
N434BN	21041	4-Feb-75	PB	First flown January 24, 1975. Acquired by People Express as N559PE.		Blue	
N435BN	21042	20-Feb-75	PB	First flown January 29, 1975. Acquired by People Express as N560PE.		Red	
N436BN	21043	12-Mar-75	PB	First flown February 27, 1975. Acquired by People Express as N561PE.		Blue	
N437BN	21044	14-May-75	PB	First flown May 3, 1975. Acquired by People Express as N562PE.		Orange	



Boeing 727-193, N2969G, s/n 19304, at Dallas Love Field March 21, 1969. (AAHS-32853)



Boeing 727-193, N898C, s/n 19620, at Dallas Love Field March 21, 1969. (AAHS-32855)

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint	New Ultra Color
N438BN	21045	14-May-75	PB	First flown May 5, 1975. Acquired by People Express as N563PE.		Green	
N439BN	21118	1-Oct-75	PB	Acquired by People Express as N564PE.		Orange	
N440BN	21119	2-Dec-75	PB	Acquired by People Express as N565PE.		Green	
N441BN	21242	22-Apr-76	PB	Acquired by People Express as N566PE.		Red	
N442BN	21243	23-Apr-76	PB	Acquired by People Express as N567PE.		Red	
N443BN	21244	29-Apr-76	PB	Acquired by People Express as N568PE.		Green	
N444BN	21245	4-May-76	PB	Acquired by People Express as N569PE.		Orange	
N445BN	21246	30-Jul-76	PB	Acquired by People Express as N570PE.		Red	
N446BN	21247	27-Jul-76	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Green	
N447BN	21248	29-Oct-76	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Orange	
N448BN	21249	28-Oct-76	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Red	
N449BN	21363	20-Apr-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Blue	
N450BN	21364	19-May-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Red	
N451BN	21365	8-Jul-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Orange	
N452BN	21366	7-Jul-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Blue	
N453BN	21394	27-Jul-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Green	
N454BN	21395	1-Aug-77	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines		Red	
N455BN	21461	27-Apr-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Chocolate
N456BN	21462	10-May-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Brown
N457BN	21463	13-Jun-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Peresus
N458BN	21464	15-Jun-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Green
N459BN	21465	17-Jul-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Mercury Blue
N460BN	21466	9-Aug-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Terra Cotta
N461BN	21488	21-Sep-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Light Blue
N462BN	21489	27-Sep-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Chocolate
N463BN	21490	11-Oct-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Brown
N464BN	21491	26-Oct-78	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Peresus
N465BN	21492	7-Feb-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Green
N466BN	21493	9-Feb-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Mercury Blue
N467BN	21529	19-Feb-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Terra Cotta
N468BN	21530	23-Feb-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Light Blue
N469BN	21531	2-Mar-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Chocolate
N470BN	21532	10-Mar-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Brown
N471BN	21669	24-May-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Peresus
N472BN	21670	31-May-79	PB	To Braniff Bankruptcy Trust. Leased to new Braniff Airlines			Green
N473BN	21996	22-Jan-80	23-Jun-82	Reposessed by finance company			Mercury Blue
N474BN	21997	29-Jan-80	23-Jun-82	Reposessed by finance company			Burgundy
N475BN	21998	7-Feb-80	23-Jun-82	Reposessed by finance company			Burgundy
N476BN	21999	24-Feb-80	23-Jun-82	Reposessed by finance company			Burgundy
N477BN	22000	21-Feb-80	23-Jun-82	Reposessed by finance company			Burgundy
N478BN	22001	28-Feb-80	23-Jun-82	Reposessed by finance company			Terra Cotta
N479BN	22002	6-Jun-80	23-Jun-82	Reposessed by finance company			Light Blue

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint	New Ultra Color
N480BN	22003			Order not taken up			
N481BN	22004			Order not taken up			
N482BN	22005			Order not taken up			
N483BN	22091			Order cancelled. A/c not built.			
N484BN	22092			Order cancelled. A/c not built.			
N485BN	22093			Order cancelled. A/c not built.			
N486BN	22094			Order cancelled. A/c not built.			
N487BN	22095			Order cancelled. A/c not built.			
N488BN	22096			Order cancelled. A/c not built.			
N489BN	22097			Order cancelled. A/c not built.			
N490BN	22098			Order cancelled. A/c not built.			
N491BN	22099			Order cancelled. A/c not built.			
N492BN	22100			Order cancelled. A/c not built.			
N493BN	22101			Order cancelled. A/c not built.			
N494BN	22102			Order cancelled. A/c not built.			
N495BN	22103			Order cancelled. A/c not built.			

Boeing 727-200 series - misc.

N404BN (-2B7)	20302	30-Nov-71	Sep-82	First flown January 27, 1970. Delivered to Allegheny May 28, 1970, as N750VJ.	Medium Blue	Blue	Sparkling Burgundy
N405BN (-2B7)	20303	25-Nov-71	Sep-82	Delivered to Allegheny April 24, 1970, as N751VJ.	Medium Blue	Blue	
N406BN (-291)	19991	1-Mar-72	PB	First flown January 27, 1968. Delivered to Frontier Airlines February 8, 1968, as N7276F. Leased to Southwest Airlines (Dallas) from February 28, 1979, to January 11, 1980.		blue, red	
N407BN (-291)	19992	6-Apr-72	PB	First flown February 9, 1968. Delivered to Frontier Airlines February 18, 1968, as N7277F.		Blue	
N408BN (-291)	19993	13-Mar-72	PB	First flown March 13, 1968. Delivered to Frontier Airlines March 23, 1968, as N7278F.		Blue, Calder	
N409BN (-214)	20162	19-Jul-71	PB	First flown April 18, 1969. Delivered to Pacific Southwest April 24, 1969, as N536PS. To Frontier as N7279F on lease. To Braniff as N499BN. Reregistered December 1971 as N409BN.		Red	

Boeing 747

Braniff took delivery of their first 747 on January 5, 1971. This 747-127, N601BN, was the 100th Boeing 747 built and was quickly dubbed "747 Braniff Place." Braniff began daily round-trip service between Dallas and Hawaii on January 15, 1971. While this aircraft would become the flagship of the Braniff fleet, it would not be joined by another 747 until 1978 when Braniff leased two 747s to service their Dallas to London service. At one time, N601BN was one of the most efficiently

operated 747s, nicknamed within the company as "Fat Albert" and "The Great Pumpkin," spending approximately 20 hours of each day in the air. Painted orange (as would be all Braniff 747s), there is a story that a Hawaiian air traffic controller once queried an arriving Braniff flight as to whether all their 747s were painted orange. The response was affirmative, negating to tell the controller that the airline only had one 747 at that time.

Boeing 747

N#	S/N	Received	Released	Notes	Solid Pastel
N601BN (-127)	20207	5-Jan-71	Jan-82	First flown December 12, 1970. Delivered to Braniff January 5, 1971.	Orange
N602BN (-127)	20208			First flown March 25, 1971. Stored until trade in to Boeing for 727-227's. Registered as N810U of Universal Airlines but aircraft not delivered. To Wardair April 23, 1973, as CF-DJC, "Phil Garratt."	to have been Green
N602BN (-227B)	21682	31-May-79	PB	Delivered to Braniff May 31, 1979. Leased to People Express post bankruptcy.	Orange
N603BN (747SP-27)	21785	30-Oct-79	23-Jan-81	Delivered to Braniff October 30, 1979. Bought back by Boeing January 23, 1981.	Orange
N604BN (747SP-27)	21786	23-Apr-80	12-Sep-80	Sold to Aerolineas Argentinas	Orange
N605BN (-227B)	21991			Scheduled delivery to Braniff May 31, 1980. Delivery not taken up.	Orange
N606BN (747SP-27)	21992	2-Jun-80	23-Sep-83	Acquired by Pan Am (post bankruptcy)	Orange
N607BN (-227B)	22234			Scheduled delivery to Braniff August 11, 1980. Order not taken up.	Orange
N608BN (747SP-27)	22302			Order not taken up	Orange
N609BN (-227B)	22235			Order cancelled. A/c not built.	Orange
N610BN (-130A)	19746	29-Nov-78	23-Oct-81	First flown February 18, 1970, and registered to Boeing Co. as N1800B. Delivered to Lufthansa as D-ABYA, "Nordrhein-Westfalen," March 10, 1970. Leased to Braniff by ITEL.	Orange

N611BN (-230B)	20527	10-May-79	15-Mar-82	Delivered to Lufthansa February 25, 1972, as D-ABYG, "Niedersachsen." Leased to Braniff by ITEL.	Orange
N9666 (-123)	20105	1-Jan-78	31-May-80	Delivered to American Airlines, Inc. October 2, 1970, Leased by Braniff from American. Returned to American June, 1980.	bare metal with orange scribe line over windows, black titles
N9667 (-123)	20106	8-Oct-78	16-Nov-78	Delivered to American Airlines, Inc. October 8, 1970. Leased by Braniff from American.	
N620BN (-217B)	20927	15-Nov-78	7-Dec-78	First flown April 10, 1974. Delivered to Canadian Pacific Airlines, Ltd. (CP Air) May 11, 1974, C-FCRD. Leased from Canadian Pacific Airlines, Ltd. (CP Air)	
N749BN (-273C)	20653	10-Apr-79	9-Jun-81	First flown May 2, 1974. Delivered to World Airways June 10, 1974. Leased to Korean Air Lines June 11, 1974. Leased from World Airways to Braniff.	Orange

BAC-111

Braniff selected the British Aerospace Corp.'s BAC One-Eleven to fill its short-haul needs in 1961 with the first deliveries to begin in October 1964. Braniff was the first U.S. airline to order the One-Eleven with an initial order of six aircraft at the cost of 35 million dollars for aircraft, engines and spare parts. In 1963, Braniff laid out one million dollars for a One-Eleven flight simulator that was installed at Love Field. They also exercised an option for six additional aircraft during the same time period. Two additional One-Elevens were ordered on February 13, 1964, bringing the total fleet to 14. As the One-Elevens began to be introduced into service in 1965-1966, Braniff began phasing out their DC-6 and DC-7 fleet.

On September 29, 1964, Braniff took an option on an additional 12 One-Elevens boosting their eventual fleet to 26. The addition of these aircraft allowed Braniff to phase their Convairs and some of their L-188 Electras out of service. By 1967 Braniff had finally become an all-jet powered airline. The order of the additional 12 aircraft would be canceled in the spring of 1965, being replaced by orders for the first 12 727-027Cs.

Of note is that the company retained a One-Eleven as a corporate aircraft, which it continued to maintain and operate until filing for bankruptcy in 1982. All other One-Elevens had passed out of service by mid-1972.



BAC 111-203AE, N1544, s/n 18, at Dallas Love Field on May 2, 1965. (AAHS-32759)

BAC-111-203AE

N1541	15	6-Jul-65	29-Jun-71	Leased by Qualitron Aero 1971-72. Returned to BN, then to Omni Investment Corp. as N5LC November 1972.	Sky blue, medium blue
N1542	16	20-Apr-65	18-Aug-72	Purchased by Allegheny.	Dark Blue
N1543	17	11-Mar-65	PB	Converted in 1973 to executive configuration for BN usage.	Ochre, Red, Solid white
N1544	18	6-Apr-65	Mar-72	Purchased by Allegheny.	Orange
N1545	19	12-May-65	Jul-72	Purchased by Allegheny.	Panagra Green, 1st in turquoise
N1546	20	2-Jun-65	7-Sep-72	Purchased by Allegheny.	Beige, Panagra green
N1547	41	20-Jul-65	Apr-72	Purchased by Allegheny.	Dark blue, Medium blue
N1548	42	18-Aug-65	4-May-72	Purchased by Allegheny.	Lemon Yellow, Panagra yellow
N1549	43	24-Sep-65	17-Apr-72	Purchased by Allegheny.	Light green, Panagra green
N1550	44	5-Oct-65	Mar-72	Purchased by Allegheny.	Ochre
N1551	45	8-Nov-65	Sep-70	To Mohawk as N1134J. Purchased by Allegheny April 11, 1972.	Red
N1552	46	22-Nov-65	Sep-70	To Mohawk as N1135J. Purchased by Allegheny April 11, 1972.	Orange
N1553	70	8-Dec-65	6-Aug-66	Delivered to Braniff. WO Falls City, Nebraska.	Orange
N1554	71	22-Dec-65	Oct-70	To Mohawk as N1136J. Purchased by Allegheny April 11, 1972.	Ochre



Douglas DC-8-62, N1806, s/n 45911, at John F. Kennedy International on November 9, 1968. (AAHS-32944)

Douglas DC-8

On April 29, 1963, the Braniff board of directors tendered an offer of 22 million dollars for 100 percent acquisition of Pan American Grace Airways (Panagra). Panagra was Braniff's primary competitor in Latin America. The purchase of Panagra would provide for more efficient operation by a single U.S. flag carrier along the west coast of South America. Braniff let it be known that they would vigorously oppose a Pan American offer to purchase W.R. Grace &

Co.'s holdings in the joint venture. The CAB eventually refused the Pan American offer and endorsed Braniff's bid (see *AAHS Journal* Vol. 54, No. 1, Spring 2009 for more information on Panagra).

The merger and integration of Panagra's operations was completed on February 1, 1967. Braniff acquired Panagra's fleet including Douglas DC-8-31 and DC-8-55F jets, as well as purchase orders for five long-range intercontinental Douglas DC-8-62 jet aircraft.

Douglas DC-8-31

N8274H	45274	1-Feb-67	9-Nov-67	Delivered to Panagra April 6, 1960. To Braniff as N1800. Sold to Capitol Airways.	Left in Panagra colors with Braniff titles
N8275H	45275	1-Feb-67	6-Sep-67	Delivered to Panagra May 25, 1960. To McDonnell-Douglas, then United Air Lines as N8207U.	Left in Panagra colors with Braniff titles
N8276H	45276	1-Feb-67	10-Oct-67	Delivered to Panagra June 29, 1960. To Braniff as N1801. To Capitol Airways	Left in Panagra colors with Braniff titles
N8277H	45277	1-Feb-67	14-Nov-67	Delivered to Panagra June 30, 1960. To Braniff, as N1802. To Capitol Airways.	Left in Panagra colors with Braniff titles

Douglas DC-8-51

N#	s/n	Received	Released	Notes	Solid Pastel	Two-Tone Paint
N811BN	45634	23-Oct-73	15-Feb-80	Delivered to National Airlines February 23, 1962, as N774C. To ARCA.		Green
N812BN	45635	1-Sep-73	15-Mar-80	Delivered to National Airlines April 6, 1962, as N875C. To ARCA.		Red
N813BN	45642	15-Jun-73	Aug-82	Delivered to National Airlines September 25, 1962, as N877C. To Sonico, Inc. broken up.		Blue
N814BN	45644	10-Aug-73	Aug-82	Delivered to National Airlines November 24, 1962, as N279C. To Sonico, Inc. broken up.		Orange
N820E	45815	Jul-77	15-Feb-80	Delivered to Delta Air Lines January 21, 1966. To F B Ayre 2-15-80.		Red
N821E	45877	Jul-77	22-Feb-80	Delivered to Delta Air Lines August 25, 1966. To F B Ayre.		Blue

Douglas DC-8-55F

N1509U	45858	1-Feb-67	17-Nov-67	Delivered to Panagra, on lease from Douglas. Leased by Braniff after Panagra merger. To Canadian Pacific.	Orange
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Douglas DC-8-62/-62F

N#	S/N	Received	Released	Notes	Solid Pastel	Two-tone Paint	New Ultra Color
N1803 (-62)	45895	22-Aug-67	Jan-70	Carried Pan American World Airways livery from January, 1970, to April, 1971.	Panagra Yellow, Panagra Green Medium Blue	Green	Peresus Green
N1804 (-62)	45896	20-Sep-67	Nov-83	Pan American Grace - order not taken up. Delivered Braniff.		Blue	



Douglas DC-8-31, N8277H, s/n 45277, ex-Panagra at JFK on June 12, 1967. (AAHS-32950)

N1805 (-62)	45899	29-Sep-67	Oct-83	Pan American Grace - order not taken up. Delivered Braniff.	Light Green	Calder	Terra Cotta
N1806 (-62)	45911	19-Dec-67	Nov-83	Pan American Grace - order not taken up. Delivered Braniff.	Beige	Red	
N1807 (-62F)	45904	13-Nov-67	Nov-83	Pan American Grace - order not taken up. Delivered Braniff.	Ochre	Orange	
N1808E (-62)	46105	23-Oct-69	23-Oct-81	Pan American Grace - order not taken up. Delivered Braniff.	Red	Red	
N1809E (-62)	46107	17-Nov-69	17-Nov-81	Pan American Grace - order not taken up. Delivered Braniff.	Orange	Orange	Chocolate
N801BN (-62)	46082	19-Apr-79	Nov-83	Delivered to Alitalia April 16, 1969. To Braniff.			Brown
N802BN	45909	24-Nov-78	Nov-83	Delivered to Alitalia October 28, 1967. To Braniff.			Light Blue
N810BN	45905	12-Jan-77	1-Dec-83	Delivered to Scandinavian Airlines System as SE-DBF, "Ingvar." To Braniff.		Blue	Mercury Blue



Douglas DC-8-31, N8275H, s/n 45275, ex-Panagra at JFK on April 21, 1967. (AAHS-32948)

Concorde

In 1979 Braniff entered into a relationship with British Airways and Air France to provide Concorde service between Dallas/Ft. Worth and Washington, D.C., to Paris, France, on an interchange relationship. Braniff crews commanded the flights between Dallas/Ft. Worth and Washington Dulles airports. British and French crews took command at Dulles for the international leg. One source reports that transfer of ownership to Braniff occurred at Dulles each time the Braniff crew assumed command and the plane was re-registered with temporary taped on registration numbers. Ownership was then re-transferred to Air France or British Airways for the transatlantic leg of the flight.

The experiment proved to be a fiscal disaster for Braniff with the 100-seat aircraft often flying the domestic legs with only fewer

than 15 passengers in spite of deep fare discounting. The service lasted only about a year before being terminated.

No Concorde was ever painted in Braniff colors, though it was possible to purchase models that were.

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